

Date: September 26, 2007  
W.I.: 1123  
Referred by: PC

ABSTRACT

Resolution No. 3826

This resolution adopts the Regional Rail Plan for the San Francisco Bay Area. Attachment A to this resolution provides a copy of the Regional Rail Plan.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated September 7, 2007.

Date: September 26, 2007  
W.I.: 1123  
Referred by: PC

RE: Adoption of the Regional Rail Plan for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTON NO. 3826

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq., and

WHEREAS, Streets and Highways Code § 30914.5 as amended states that the Metropolitan Transportation Commission (MTC) shall, by September 29, 2007, adopt a Regional Rail Plan for the development of passenger rail services in the San Francisco Bay Area over the short, medium, and long term.

WHEREAS, pursuant to Streets and Highways Code § 30914.5 as amended, the Regional Rail Plan shall include, but not be limited to, all of the following:

- (1) Identification of issues in connectivity, access, capacity, operations, and cost-effectiveness.
- (2) Identification of opportunities to enhance rail connectivity and to maximize passenger convenience when transferring between systems, including the study of the feasibility and construction of an intermodal transfer hub at Niles (Shinn Street) Junction.
- (3) Recommendation of improvements to the interface with shuttles, buses, other rail systems, and other feeder modes.
- (4) Identification of potential impacts on capacity constraints and operations on existing passenger and freight carriers.
- (5) Identification of bottlenecks where added capacity could cost-effectively increase performance.
- (6) Recommendation of potential efficiency improvements through economies of scale, such as through joint vehicle procurement and maintenance facilities.

- (7) Recommendation of strategies to acquire right-of-way and station property to preserve future service options.
- (8) Identification of potential capital and operating funding sources for proposed actions.
- (9) Identification of locations where the presence of passenger rail could stimulate redevelopment and thereby direct growth to the urban core.
- (10) Recommendation of technology-appropriate service expansion in specific corridors. Technologies to be considered include conventional rail transit modes, bus rapid transit, and emerging rail technologies. Identify phasing strategies for the implementation of rail services where appropriate.
- (11) Examination of how recommendations would integrate with proposed high-speed rail to the Central Valley and southern California. The intent of this element of the study is to help reduce the number of alternatives that the High-Speed Rail Authority would need to evaluate as part of any follow-on environmental assessment of future high-speed rail system access to the Bay Area. Selection of a preferred alignment for the Bay Area shall remain the responsibility of the High-Speed Rail Authority pursuant to Section 185032 of the Public Utilities Code.
- (12) Recommendation of a governance strategy to implement and operate future regional rail services.

WHEREAS, MTC and its study partners – Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), and the California High-Speed Rail Authority provided day-to-day project management of the technical development of the plan;

WHEREAS, the Regional Rail Plan was directed by a Steering Committee consisting of appointees from the Department of Transportation (Caltrans), BART, Caltrain, the National Railroad Passenger Corporation (Amtrak), the Capitol Corridor Joint Powers Authority, the Altamont Commuter Express, the High-Speed Rail Authority, MTC, the Sonoma-Marín Area Rail Transit District (SMART), the Santa Clara Valley Transportation Authority, the Solano Transportation Authority, the Association of Bay Area Governments, the Transbay Joint Powers Authority, the Port of Oakland, the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, the Transportation Authority of Marin, the Napa County Transportation Planning Agency, the San Francisco County Transportation Authority,

the San Mateo City-County Association of Governments, the San Francisco Municipal Transportation Agency, and the owners of standard gauge rail; and

WHEREAS, the plan proposals shall be evaluated using performance criteria, including, but not limited to, transit-supportive land use and access, ridership, cost-effectiveness, regional network connectivity, and capital and operating financial stability. Additional performance criteria shall be developed as necessary; and

WHEREAS, the Regional Rail Plan finds that the current arrangement of multiple, independent, corridor-specific passenger rail agencies is not well suited to the challenge of planning, funding, and operating a multi-regional passenger rail system of the type envisioned by the Plan and that other governance models, particularly federation and regional authority models, that are successfully employed elsewhere in the United States would have important advantages for the Bay Area; now, therefore, be it

RESOLVED, the Regional Rail Plan has been prepared pursuant to the requirements in Streets and Highways Code § 30914.5 as amended; and be it further

RESOLVED, that MTC will consider the Regional Rail Plan when preparing its long-range Regional Transportation Plans and other regional planning activities; and be it further

RESOLVED, that MTC will work with the affected rail entities and stakeholders to develop a detailed action plan to implement the Plan's recommended governance activities that will lead to a transition to a regional rail authority with lead responsibility to plan, fund, and operate the regional passenger rail network; and be it further

RESOLVED, that this resolution constitutes an adoption of the Regional Rail Plan.

METROPOLITAN TRANSPORTATION COMMISSION

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Bill Dodd, Chair

The above resolution was entered into  
by the Metropolitan Transportation  
Commission at a regular meeting of the  
Commission held in Oakland, California  
on September 26, 2007.